

CITY COUNCIL

CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII 96813-3065

DONOVAN M. DELA CRUZ
COUNCILMEMBER, DISTRICT 2
CHAIR, COMMITTEE ON PUBLIC HEALTH,
SAFETY AND WELFARE
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October 15, 2008

Mr. Leslie Rodgers, Administrator
Federal Transit Administration
201 Mission Street, Suite 2210
San Francisco, CA 94105

Dear Mr. Rodgers:

RE: Honolulu High Capacity Transit Project

At the October 1, 2008 meeting of the Committee on Executive Matters, we were informed that the Federal Transit Administration (FTA) is currently reviewing the Environmental Impact Statement (EIS) for the subject project. We would like to know when we can expect to have the EIS back?

It was also indicated at that time that the city administration was doing its advertisements on transit because of the misinformation or inaccuracies of the opposition's media campaign and also because the ads are a requirement of the FTA.

Are you in receipt of the alleged inaccuracies to verify that indeed the statements were inaccurate? If so, I am requesting a copy of your response. If not, I have attached the administration's memorandum on these inaccuracies and am requesting your evaluation of the statements.

Further, I would like to know if the FTA approved or supported the use of other alternatives such as Hot lanes, magnetic levitation or any other type of technology other than steel-on-steel. Would Honolulu be denied federal funding if the system eventually selected other than steel-on-steel? We would appreciate your informing us as to what type of technology will satisfy the requirement for federal funding.

Thank you for your consideration and attention to this correspondence. A response by October 24, 2008 would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Donovan M. Dela Cruz", is written over a printed name and title.

Donovan M. Dela Cruz
Councilmember
District II

DMD: rhm
(fta memo)

Attach

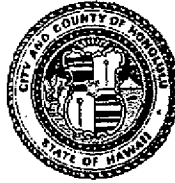
DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813

Phone: (808) 768-8305 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

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MUFI HANNEMANN
MAYOR



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WAYNE Y. YOSHIOKA
DIRECTOR

CITY COUNCIL
HONOLULU, HAWAII
RICHARD F. TORRES
DEPUTY DIRECTOR

September 30, 2008

The Honorable Ann Kobayashi, Chair
Committee on Executive Matters
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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CITY CLERK
HONOLULU, HAWAII

Dear Councilmember Kobayashi:

Attached for your information are two lists of documented misinformation. The first list compiles misinformation from several websites such as fixoahu.blogspot.com and stoprailnow.com. The second list compiles misinformation from a Stop Rail Now ad that ran in the Honolulu Advertiser on Sunday, September 14, 2008. Together there are 33 items that serve as a sample of the many misinformation items that are being spread by anti-rail organizations.

We hope this information will be useful to you.

Very truly yours,

Wayne Y. Yoshioka
Director

Attachments

APPROVED:

Wayne M. Hashiro, P.E.
Managing Director

Inaccuracies**Stop Rail Now Ad****Sunday, September 14, 2008 • Honolulu Advertiser • Page A25****1. "The recent GET Tax increase and federal funds will be insufficient to fund rail."**

Through the financial plan in the Alternatives Analysis, adequate funding sources have been identified for the approved Kapolei to Honolulu route. The financial plan also includes almost \$1 billion in contingency. The financial plan was thoroughly reviewed by transportation experts with the Federal Transportation Administration (FTA) prior to its release.

2. "For the beginning 20-mile line we are unlikely to get all of the supposed \$900 million in federal funds."

The Federal Transit Administration would not have allowed the City to continue with the project if it were not a reasonable estimate. In fact, in the Alternatives Analysis, it was assumed that federal funds would total \$700 million. If we receive more, it will be a bonus.

Congressman James Oberstar, chair of the U.S. House Transportation and Infrastructure Committee has twice told the local media he strongly supports this project and mentioned \$900 million as a reasonable figure.

3. "This amount together with the operating subsidy will force at least a 40 percent hike in property taxes."

This is a scare tactic. The subsidy for rail could be funded without any increase in taxes, property or otherwise.

4. "Automobiles are on average more energy efficient than modern rail lines."

According to the U.S. Department of Energy's 2007 Data Book, rail uses 36 percent less energy per passenger-mile than cars and trucks.

5. "The city admits future traffic congestion will be worse with rail than it is today."

This is a cleverly crafted statement that knowingly uses only part of the information available. The Alternatives Analysis shows that a fixed guideway will reduce future traffic congestion between Kapolei and Honolulu by 11 percent.

6. "The city's own Parsons Brinckerhoff studies forecast that with rail, rush hour traffic will be 37% greater than it is today."

This is another cleverly crafted statement that uses only part of the information available. With the expected increases in population and employment in the future, rail transit promises the greatest reduction of this increased congestion.

7. "Bus Rapid Transit and autos on High Occupancy Toll 'HOT LANES' is [sic] the most cost-effective way to reduce congestion and thus reduce pollution and energy use."

This statement has no basis in fact. The Alternatives Analysis compared the costs per users of Managed Lanes and the 20-mile fixed guideway and found that the Managed Lane is between \$63 and \$50 per user, while the fixed guideway is about \$21 per user.

In addition, Managed Lanes would provide approximately 2 million hours of user benefits per year. The 20-mile fixed guideway would provide approximately 12 million hours of user benefits per year. Page 6-6 of the Alternatives Analysis states, "The Fixed Guideway alternative is approximately four times as effective at providing transit user benefits per annualized incremental dollar cost as the Managed Lane alternative."